
[illegible][illegible]

Then wait's the goodness of my couch, last night,
Queen of the clapping arms and shining hair!
Bless that that blackness and a brow of white!
Thou'lt have me love thee, though I were a fly.
And, O! thou'lt have my soul's shadow there—
That black'st my heart with such cap-pierced con-
fession—
Your cheek, that with dainty corners did you bare
To me, and that my face should seem to share
Hence, while your lady's eyes are troubling in my care,
I celebrate and offer to thy name
The sacrifice of my heart, and of my tears (thy tears,
The heart that felt thy temple bare in shame—
So cannot I possess, even for my sin—
Be sorry, I confess, even for thy sin—

THE ROMAN
A bachelor merchant's advice in a
meeting with "the girl of a piece in
that ill-luck."

THE DOGS are said to "speak with their
tails." Would it be proper to call a short
tailed dog a "stump orator."

THE WOMAN! then shouldn't, have few sins
of her own, to answer for the
of them art the author
of the sins of others to men,
That it must need leave the faith of all the angels
To the power of one.

Some surprise has been occasioned by the appearance there of a Frenchman who enlists recruits for the service of the Pope at one of the public hotels, and who boasts that his success is far beyond his expectations.

The nuisance of hotel runners at the Indianapolis has been abolished.

There is no use in quarrelling for the right to be believed to be a half as bad as one other. There are here, and it, railing could have improved it, would have been reformed long ago.

The Vermont Patriot tells a story of a former borrower, who had since, fortunately, grown from poverty to independence, who had a garden. Pleading along with a great frank on the subject of the great beauty and variety, the visitor made no remark until he came to a potato patch.

"My friend, you'll have a fine crop of

[illegible]

points, to say nothing of the good it would do in closing the propagation of skin diseases.

Mr. Thomas W. Parsons, in a poem published in the *Atlantic Monthly*, says that he listed he either rests in his chamber,

"Verdure, with head upon his breast,
"Or waits the dawn in Macanlay's bed."

Mr. Parsons might be much better employed.

When his cousin, Charlotte Dunne was married, Jones said:

"It was Dunne before it was begun
Dunne whilst it was doing, and it was no
Dunne when it was over."

"Do you believe, sir, that the dead ever walk after death?"

"No doubt of it, madam; I have heard that

Dead March in Saul."

"There is considerable activity in our trade," remarked one of our dry goods merchants the other day, to a State-street grocer.

"Yes," replied the latter, "and so there is in our old cheese."

It is often better to have a great deal of harm happen to one; a great deal may arouse you to remove what a little will only accustom you to endure.

A business man of our acquaintance is so scrupulously exact in all his doing that, whenever he pays a visit, he always insists upon taking a receipt.

All the women of the villages on the

Parasols and Sunshades
Hosiery and Gloves;

Embroid'd Linen Cambric Hdkfs
Needle Worked Collars;
Embroideries;
Lace Wrappers and Mantles;
Lace Points;
Grape Shawls;


Stella Shawls;
New Silks, small plaids & chenes
Brischof's black Silks;
ALSO A FULL ASSORTMENT OF ALL KINDS
DRESS GOODS

SELLING LOW AT THE
NEW YORK STORE
107 Fourth st., bet Market & Jefferson
ap28 S. BARKER.
REINVEST & PRO

PFINGST & BRO.
(SUCCESSORS TO EDWARD A. FREUD.)
DRUGGISTS
AND APOTHECARIES,
North side Market street, between Tenth and Eleventh
Louisville, Ky..

DEALERS IN DRUGS, MEDICINES, CHEMICALS,
PERFUMERY AND TOILET ARTICLES, PAINTS,
OILS, BRUSHES, WINDOW-GLASS, PURE MEDICINAL
WINE and LIQUORS, etc., etc.
The Prescription Department will receive our particu-
lar attention at all times.

FFINGST & BROTHER.



BOARD OF COMMON COUNCIL

Present—John Barbee, President, and all the members.
The reading of the journal of the previous session was dispensed with.

The report of J. F. Fiddle, Market Master of Preston street, market-house, for the quarter in advance, ending July 14th, 1890, was read and filed.

Budget petitions for Taverns and Groceries—House were referred to appropriate committees on Taverns and Groceries.

Dr. Ronald presented a claim of \$553.62 in favor of S. D. Bay, for repairing the pumps, Western District, which was referred to Finance Committee.

Mr. Boone presented a petition to repair the street in Portland, leading from Bank street to the Fountain Ferry road, which was referred to Street Committee, Western District.

Mr. Hoffman presented a resolution, directing that stepping-stones be placed across First street, south side of Chestnut, and across Chestnut, the side of First street, a resolution directing the Street Inspector to repair the alley in the rear of the Ormsby row, which was referred to the Street Committee, Eastern District.

Mr. Pettit presented a private contract to pave and cut the sidewalk in front of Turner's Hall, which was referred to Street Committee, Eastern District.

Dr. Pyles, from the special committee appointed to investigate the conduct of the market-master of Preston-street market, presented the sworn evidence taken before said committee, which was read, further action thereon postponed to the same date as to the Board of Aldermen.

CLAIMS ALLOWED.
Hospital, \$500.71, expenses for March, 1890.
John Connell, \$5, for rent of room at late election.
Gas Co., \$5,007.48, for gas to quarter ending April 1, 1890.
Hiram Wright, \$5, for repairs to Second-street bridge.

Wright & Bridgford, \$22.81, for stove furnished Mayor's office.
T. S. Nadel, \$12.38, for lumber and repairing sewer.

Courthouse expenses, \$509.70, \$2,319 and \$515.20, for repairs to the house.
Chas. H. Hart, \$500, for work on Preston-street market-house.

Mr. Gillies, from the Committee on Finance, reported the ordinance levying a tax for the purpose of building a House of Refuge, with an amendment forbidding the managers to use the money in altering the Park, when on motion of Dr. Ronald, the same was referred to Revision Committee.

Mr. Hoffman, from Street Committee, Eastern District, reported separate resolutions approving the Engineer's appointments for the digging and walling of cisterns, corner of Fifth and Broadway streets, Preston and Broadway streets—Chas. Summers, contractor—which were adopted.

Mr. Frewitt, from Committee on Taverns and Groceries, reported separate resolutions granting the following licenses, which were severally adopted, viz: Francis Schell, Tavern, at Woodland Green.
John A. Wegner, Tavern, corner of Green and Jackson streets.

JOINT SESSION.
The two Boards assembled when the following gentlemen were elected to fill the following offices, viz:
Four Inspectors—W. G. Timberlake and F. A. Moore.

Inspectors and Quarters of Liquors—H. B. Westley and N. B. Owens.
Inspectors of Beef, Pork and Lamb—Jas. Gibson and Fred Perkins.
Inspectors of Coal, Wood and Lime—Robt. Vaughan and J. C. Davis.
Inspectors of Salt—Thos. Dunaway and Hubbard.

Measures of Plasterers' Work—William Stewart and Jas. G. Gloriot.
Measures of Carpenters' Work—W. W. Lawes and Chas. Hart.
Measures of Brick and Stone Work—H. H. Sale and Jesse Bayles.
Measures of Painting—John Howe and F. P. Johnston.

Superintendent of Almshouse—Jas. W. Putnam.
Wharf Master—J. Diller.
Physician Eastern District—Dr. W. E. Gilpin.
Physician Western District—Dr. J. J. Speed.

Market Master of House No. 1 and 2—J. M. Boggs.
Market Master of House No. 3—William Jones.
Market Master of House No. 4—W. L. Smith.
Market Master of House No. 5—Shelby Frewitt.
Market Master of House No. 6—John Scott.

Section of the Western Cemetery—John Austin.
On motion the joint session arose.

SEPARATE SESSION.
Mr. Fomeroy, from the Committee on Gas and Water, reported a resolution directing the Gas Company to erect lamps on Broad street, from Main to Market, which was adopted.

Mr. Gillies, from the Committee on Fire Department, presented an ordinance establishing a Fire Department under a paid system, which was read once, ordered to be read a second time, and a motion to postpone with a second reading thereof was lost.

Mr. Gillies, from the Committee on Fire Department, reported a resolution allowing the ladies' societies the "Blessed Saviour" to occupy the second story of the Relief Engine-house on Saturdays and Sundays, to be used as a school, for sewing and other work, which was adopted.

Mr. Hemming, from the Committee on Contracts, reported a contract, executed by Dr. D. Salvage, to build a new alley between First and Second and Broadway and Jacob streets, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by H. H. Higdon, to grade and pave the alley between Curran and York and Third and Fourth streets, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by W. H. Gray, to dig and wall twenty-four cisterns at sundry intersections, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by O. H. Stanton, as Clerk of the City Court of Louisville, which was referred to Committee on Finance.

Mr. Hemming, from Committee on Contracts, presented contracts executed by the following parties, viz:
Charles Obit, to grade and pave the alley between First and Fifteenth and Main and Market streets.
Charles Obit, to grade and pave the alley between Fourteenth and Fifteenth and Roman and Duncan streets.
Charles Obit, to grade and pave the alley between Portland Avenue and Fourteenth and Roman and Portland Avenue streets.
J. D. Salvage, to build a new alley between Curran and York and Third and Fourth streets, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by W. H. Gray, to dig and wall twenty-four cisterns at sundry intersections, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by O. H. Stanton, as Clerk of the City Court of Louisville, which was referred to Committee on Finance.

Mr. Hemming, from Committee on Contracts, presented contracts executed by the following parties, viz:
Charles Obit, to grade and pave the alley between First and Fifteenth and Main and Market streets.
Charles Obit, to grade and pave the alley between Fourteenth and Fifteenth and Roman and Duncan streets.
Charles Obit, to grade and pave the alley between Portland Avenue and Fourteenth and Roman and Portland Avenue streets.
J. D. Salvage, to build a new alley between Curran and York and Third and Fourth streets, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by W. H. Gray, to dig and wall twenty-four cisterns at sundry intersections, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by O. H. Stanton, as Clerk of the City Court of Louisville, which was referred to Committee on Finance.

Mr. Hemming, from Committee on Contracts, presented contracts executed by the following parties, viz:
Charles Obit, to grade and pave the alley between First and Fifteenth and Main and Market streets.
Charles Obit, to grade and pave the alley between Fourteenth and Fifteenth and Roman and Duncan streets.
Charles Obit, to grade and pave the alley between Portland Avenue and Fourteenth and Roman and Portland Avenue streets.
J. D. Salvage, to build a new alley between Curran and York and Third and Fourth streets, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by W. H. Gray, to dig and wall twenty-four cisterns at sundry intersections, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by O. H. Stanton, as Clerk of the City Court of Louisville, which was referred to Committee on Finance.

Mr. Hemming, from Committee on Contracts, presented contracts executed by the following parties, viz:
Charles Obit, to grade and pave the alley between First and Fifteenth and Main and Market streets.
Charles Obit, to grade and pave the alley between Fourteenth and Fifteenth and Roman and Duncan streets.
Charles Obit, to grade and pave the alley between Portland Avenue and Fourteenth and Roman and Portland Avenue streets.
J. D. Salvage, to build a new alley between Curran and York and Third and Fourth streets, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by W. H. Gray, to dig and wall twenty-four cisterns at sundry intersections, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by O. H. Stanton, as Clerk of the City Court of Louisville, which was referred to Committee on Finance.

Mr. Hemming, from Committee on Contracts, presented contracts executed by the following parties, viz:
Charles Obit, to grade and pave the alley between First and Fifteenth and Main and Market streets.
Charles Obit, to grade and pave the alley between Fourteenth and Fifteenth and Roman and Duncan streets.
Charles Obit, to grade and pave the alley between Portland Avenue and Fourteenth and Roman and Portland Avenue streets.
J. D. Salvage, to build a new alley between Curran and York and Third and Fourth streets, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by W. H. Gray, to dig and wall twenty-four cisterns at sundry intersections, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by O. H. Stanton, as Clerk of the City Court of Louisville, which was referred to Committee on Finance.

Mr. Hemming, from Committee on Contracts, presented contracts executed by the following parties, viz:
Charles Obit, to grade and pave the alley between First and Fifteenth and Main and Market streets.
Charles Obit, to grade and pave the alley between Fourteenth and Fifteenth and Roman and Duncan streets.
Charles Obit, to grade and pave the alley between Portland Avenue and Fourteenth and Roman and Portland Avenue streets.
J. D. Salvage, to build a new alley between Curran and York and Third and Fourth streets, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by W. H. Gray, to dig and wall twenty-four cisterns at sundry intersections, which was approved.

Mr. Hemming, from Committee on Contracts, reported a contract, executed by O. H. Stanton, as Clerk of the City Court of Louisville, which was referred to Committee on Finance.

Mr. Hemming, from Committee on Contracts, presented contracts executed by the following parties, viz:
Charles Obit, to grade and pave the alley between First and Fifteenth and Main and Market streets.
Charles Obit, to grade and pave the alley between Fourteenth and Fifteenth and Roman and Duncan streets.
Charles Obit, to grade and pave the alley between Portland Avenue and Fourteenth and Roman and Portland Avenue streets.
J. D. Salvage, to build a new alley between Curran and York and Third and Fourth streets, which was approved.

RAILROADS.

LOUISVILLE, NEW ALBANY AND CHICAGO RAILROAD.
FOR ST. LOUIS, CHICAGO, DETROIT, AND ALL POINTS WEST AND NORTHWEST.

The Great West and Northwestern Short-Line Route.
1890, SUMMER ARRANGEMENT. 1890.
Three Daily Trains to St. Louis, Chicago, and Detroit, and all points west and north-west.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PASSENGER TRAINS WILL BE RUN AS FOLLOWS:
7:00 A. M. Chicago Mail (daily except Saturdays), reaching St. Louis at 10:00 A. M., Chicago at 1:00 P. M., and Detroit at 3:00 P. M.
7:30 P. M. St. Louis Express (daily), reaching St. Louis at 10:00 P. M., Chicago at 1:00 A. M., and Detroit at 3:00 A. M.

ON and AFTER SUNDAY, APRIL 26, 1890, PAS